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UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

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CIVIL AERONAUTICS
BOARD

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For Determination of Qualifying)		
Dislocation)		

RECOMMENDATIONS OF THE
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
REGARDING MATERIAL TO BE INCLUDED
IN THE UNIFORM DATA BASE

The Chief Administrative Law Judge, by orders of October 21 and 25, 1983, directed the parties in the Employee Protection Program Investigations to submit, among other things, recommendations on data to be included in a "prelim-

inary uniform data base." In considering this directive, the International Brotherhood of Teamsters, Airline Division recognized that a uniform data base would be of value, as it would make available to all parties the basic data needed to attempt to analyze and quantify the various causes of the qualifying dislocations. This data base must include not only that information which is determined to be relevant to the presentation of a particular party's case, but also it should include material needed to identify and eliminate those factors which are not significant causes of the employee dislocations.

With the above rationale for the uniform data base in mind, the Teamsters Airline Division makes the following recommendations for data to be included:^{1/}

1. The passenger revenue data from Schedule P-1.2 to be provided by the BDA should also include the passenger revenue data from Schedule P-3 which separates the revenue derived from first class and coach fares.^{2/}

^{1/} In making these recommendations the Teamsters Airline Division has taken into account that information which the Bureau of Domestic Aviation, in Appendix A to CAB Order 83-4-36, indicated that it would provide.

^{2/} Unless otherwise indicated, the data sought to be included in the uniform data base should cover the calendar years 1970-1982, by quarter and year, for each major carrier, by system and, where pertinent, broken down into domestic and international data.

2. The operating expense data from Schedule P-1.2 to be provided by the BDA should separately set forth the Reservations and Sales data and the Advertising and Publicity data from Schedule P-8.

3. Employment costs, including costs for wages and salaries, benefits, pensions, personnel expenses, and employee-related taxes.

4. The scheduled service revenue passenger miles from Schedule T-2(a) to be provided by the BDA should separately set forth the revenue passenger miles for first class and coach passengers as contained on Schedule T-2(a).

5. The data from Schedule T-2(b) to be provided by the BDA should also include revenue aircraft hours (airborne), total aircraft hours (airborne), aircraft days assigned to service -- carrier's equipment, aircraft days assigned to service -- carrier's routes, aircraft hours in capitalized projects, and aircraft hours (ramp-to-ramp).

6. The total departure data from Schedule T-3(a), to be provided by the BDA, should be presented for the top 100 cities.

7. Departure data for the top 100 cities from Schedule T-3(b) for DC-10's.

8. In relation to the total current assets and

liabilities data to be provided from Schedule B-1, the statement of changes in financial position information from Schedule B-12 should be included for Braniff, Pan American, and Airlift for the calendar years 1970-1982, and quarterly beginning with the third quarter of 1978 through 1982.

9. Employment statistics by labor category from Schedule P-10 for all Group III carriers for the years 1970 through 1982.

10. Dates of all labor strikes which would have impacted on any of the air carriers' employment and/or operating statistics, and any strike adjusted data the CAB may have developed.

11. Service segment data from ER 586, for the top 50 non-stop markets for each of the Group III carriers, including distance of the flight, number and identification of carriers servicing the non-stop segment; and for each such carrier, the number of departures on the segment, available seats, passengers transported, passengers enplaned, available seat miles, revenue passenger miles, and load factors. For each of the foregoing data categories, the total for each category should also be provided.

The top 50 non-stop markets should be determined as of the third quarter of 1978. The data for these markets

should be provided for the years 1975 through 1982 and on a quarterly basis for these years.

12. Origin and destination data, including market share information, should be included for the top 50 non-stop markets of the Group III carriers for the years 1975 through 1982 and on a quarterly basis for these years. The top 50 markets should be determined as of the third quarter of 1978.

13. Slot distribution should be provided by the FAA for each of the Group III carriers in the top 100 cities measured by departures (departure information from Schedule T-3(a)). These data should be provided for each quarter in the years 1980 through 1982.

14. (a) Identify the carriers which had authority to fly any of Braniff's non-stop routes as of October 23, 1978 which authority was not being used; and identify those routes.

(b) Identify any non-stop routes which Braniff had authority to fly as of October 23, 1978 which authority was not being used.

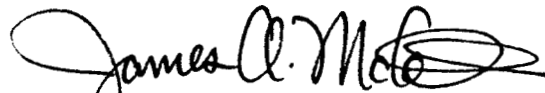
15. (a) Identify the carriers which had authority to fly any of National Airline's non-stop routes as of October 23, 1978 which authority was not being used; and identify those routes.

(b) Identify any non-stop routes which National Airline had authority to fly as of October 23, 1978 which was authority was not being used.

16. The CAB or the Group III carriers should provide the weighted average ticket prices (for all classes) for the top 50 non-stop markets for each Group III carrier for the years 1975 through 1982, and quarterly for these years. The top 50 non-stop markets should be determined as of the third quarter of 1978.

17. The fleet composition (numbers of each aircraft type) for each Group III carrier for the calendar years 1970 through 1982 and the same information for each quarter in the years 1976 through 1982.

Respectfully submitted,



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DATED: November 9, 1983

CERTIFICATE OF SERVICE

I hereby certify that I have this day caused to be served a copy of the foregoing Recommendations of the International Brotherhood of Teamsters, Airline Division by mailing copies thereof first-class postage prepaid and properly addressed to all parties listed in this Board's recently distributed service list for these cases.

Dated at Washington, D.C. this 9th day of November, 1983.


JAMES A. MCCALL